

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXII. No. 4057. 號九廿月六年六十七百八千一英

HONGKONG, THURSDAY, JUNE 29, 1876.

日八初月五閏年子丙

Price, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GOSCH, Ladgate Circus. E. C. BATES, HENDY & Co., 4, Old Jewry. E. C. SAMUEL DRACON & Co., 160 & 164, Leadenhall Street.
NEW YORK.—ANDREW WICK, 133, Nassau Street.
AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOSCH, Melbourne and Sydney.
SAN FRANCISCO and American Ports generally.—BRAD & BLACK, San Francisco.
CHINA.—SWATOW, QUELON & CAMPBELL, Amoy, WILSON, NICHOLS & Co., Foochow, HENDERSON & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & Co., Manila, C. HENDERSON & Co., Macao, L. A. DA SILVA.

BANKS.

COMPTOIR D'ESCOMPTE DE PARIS.
INCORPORATED BY NATIONAL DECREE OF 7th AND 8th MARCH, 1848.
BY IMPERIAL DECREE OF 25th JULY, 1854, AND 31st DECEMBER, 1866.
Recognised by the INTERNATIONAL CONVENTION OF 30th APRIL, 1862.

France. 2 Sterling.
PAID-UP CAPITAL, 80,000,000 3,200,000
RESERVE FUND, 20,000,000 800,000

HEAD OFFICE.—14, Rue Bergère, Paris.
LONDON AGENTS.—144, Leadenhall St., E.C.
AGENTS.—At Nantes, Lyons, Marseilles, Brussels, Bombay, Calcutta, St. Denis (Ile de la Réunion), Hongkong, Shanghai and Yokohama.
LONDON BANKERS.—Bank of England, Union Bank of London.

HONGKONG AGENCY.

INTEREST ALLOWED
ON Current Deposit Accounts at the rate of 2 per cent. per annum on the monthly minimum balances, and on Fixed Deposits at rates which may be ascertained at the office.

CHR. DE GUINÉ, Manager.

Offices in Hongkong: Bank Buildings, Queen's Road, Hongkong, May 14, 1876.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.
RESERVE FUND, 100,000 Dollars.

COURT OF DIRECTORS.
Chairman.—E. R. BEILLON, Esq.
Deputy Chairman.—AD. ANDER, Esq.
J. F. CORDES, Esq. S. W. POMEROY, Esq.
H. HOPKINS, Esq. F. D. SASSOON, Esq.
A. MOLVER, Esq.

CHIEF MANAGER.
HONGKONG.—JAMES GREGG, Esq.
Shanghai.—K. W. CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED
ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 " " "
" 12 " 5 " " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREGG, Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East
Hongkong, February 27, 1876.

For Sale.

TAKASIMA COLLIERY.

JARDINE, MATHESON & Co., Agents.
FOR SALE. Large Takasima Coal, at \$3 per ton, ex Godown. Small Takasima Coal, \$6 per ton, ex Godown.
Apply to T. G. GLOVER,
No. 7, Queen's Road, and at East Point, Hongkong, May 16, 1876.

FOR SALE.—Nos. 1, 2, 5, 7, 9 and 11 Mosque Street.
Nos. 1 and 3 Mosque Junction.
Crown Rent, \$7.25 a year.
Monthly Rentals, \$110.
Price for the lot, \$3,000 Nett.
Taxes payable by tenants.
Apply to J. D. HUMPHREYS,
Hongkong Dispensary,
Hongkong, June 10, 1876.

DUO DE MONTEBEMO CARTE BLANCHE CHAMPAGNE.
Quarts, \$15 per case (1 dozen).
Pints, \$18 " " "
5 per cent. discount on 25 cases.
Bourbon WHISKY.
\$12 per case (1 dozen).
For Sale by HEARD & Co.,
Hongkong, June 22, 1876.

For Sale.

FOR SALE.
200 Casks CLARET from BORDEAUX.
Apply to LANDSTEIN & Co.
Hongkong, March 10, 1876.

FOR SALE.
CUTLER, PALMER & Co.'s Celebrated Brands of WINES and SPIRITS.
Apply to SIEMSEN & Co.
Hongkong, June 22, 1876.

FOR SALE.
W. M. CHILLINGWORTH & SON'S CROWN SHERRIES and PORTS.
K. P. ATKINS & Co.'s PORT.
B.A.S.'s ALE, in Quarts and Pints.
W. M. YOUNGER & Co.'s Edinburgh STRONG ALE, in Hogsheads.
W. H. NOTLEY,
Hongkong, June 9, 1876.

Notices of Firms.

NOTICE.
I have this day authorized Mr J. Y. V. SEAW to sign my name per procuration.
A. MAOG. HEATON.
Hongkong, January 1, 1876.

NOTICE.
We have Established branches of our Firm at Hongkong and Canton. Mr E. COMSTANTIN is authorized to sign by procuration in Canton.
LANDSTEIN & Co.
Hongkong, December 31, 1875.

NOTICE.
MR. THEOPHILUS GEE LINSTEAD is authorized to sign our firm in Hongkong and Canton.
PURDON & Co.
China, June 1, 1876.

NOTICE.
THE Undersigned has been appointed SURVEYOR to LLOYDS REGISTER at this Port.
R. H. CAIRNS.
1, Club Chambers,
Hongkong, April 20, 1876.

NOTICE.
THE Undersigned have entered into Co-partnership from the First day of January, 1876, in the Business of Shipbrokers at this Port, under the style of MORRIS & RAY.
A. G. MORRIS.
K. C. RAY.
Bank Buildings,
Hongkong, February 3, 1876.

Intimations.

HONGKONG RACES, 1877.

THE HONGKONG DERBY.—Sweepstakes of \$20 each, half forfeit if declared on or before day of closing Entries, with \$100 added for 1st Pony, and \$50 for 2nd. For all China Ponies bred in the Island at date of Entry. First Pony, 70 per cent; Second, 20 per cent; Third, 10 per cent. Weight 10st. 7lbs. One-mile-and-a-half.
HERBERT MAGNIAO, C. C.
Hongkong, June 26, 1876.

CHINESE INSURANCE COMPANY LIMITED.

NOTICE.
THE Transfer BOOKS of this Company will be CLOSED from the 20th to the 30th Instant, both days inclusive. By Order of the Board of Directors.
OLYPHANT & Co., General Agents.
Hongkong, June 13, 1876.

NOTICE.
THE HONGKONG HOTEL COMPANY LIMITED.

THE CERTIFICATES of the SHARES Numbered 551/575 and 621/630 (inclusive) in this Company, standing in the Register in the name of Mr WILLIAM RUDOLPH LANDSTEIN, having been lost by him; Notice is hereby given that New Certificates for such Shares have this day been issued to the said WILLIAM RUDOLPH LANDSTEIN as such registered Proprietor of the Shares therein mentioned, and that the Original Certificates will hereafter be held by the Company as null and void.
Dated the 14th day of June, A.D., 1876.
By Order of the Directors,
L. HAUSCHILD, Secretary.

OLKED WANTED.

WANTED Immediately for Canton, A YOUNG MAN, who writes a good hand and Copies correctly. Apply with references, and stating Salary expected, to "C. G." care of the Office of this Paper.
Hongkong, June 24, 1876.

HONGKONG, CANTON, AND MACAO STEAM-BOAT COMPANY, LIMITED.

FOR the convenience of travellers, the Steamer "POWAN" will leave HONGKONG at Noon on SATURDAYS, and MACAO at 7 a.m. on MONDAYS, commencing on Saturday Next, the 17th Instant. On other days the Hour of Departure from both places will be 9 a.m.
By Order,
P. A. DA COSTA, Secretary.

Hongkong, June 15, 1876.

Intimations.

THE MEDICAL HALL,
37, Queen's Road, Hongkong.
ESTABLISHED 1853.
TH. KOFFER, Proprietor.
Hongkong, April 28, 1876.

Chs. J. GAUPP & Co.,
WATCHMAKERS & JEWELLERS,
38, Queen's Road,
NAUTICAL INSTRUMENTS,
CHRONOMETERS,
&c., &c., &c.,
Carefully Repaired, Cleaned and accurately rated under guarantee.
All Repairs in the above line done at reasonable rates and with despatch.
Hongkong, May 1, 1876.

IN CONSEQUENCE OF THE REDUCTION OF THE PRICE OF THE
"SHANGHAI COURIER AND CHINA GAZETTE,"
IT WILL BE THE
CHEAPEST DAILY PAPER IN CHINA and as a large
INCREASE OF CIRCULATION
MAY BE CONFIDENTLY ANTICIPATED, THE
ADVANTAGE TO
ADVERTISERS
IS OBVIOUS.

F. KRUPP'S CAST STEEL WORKS,
Essen (Germany).
Sole Agent for China,
F. PEIL,
HONGKONG, SHANGHAI, COLOGNE (Germany).

LOONG SHING & Co.,
DEALERS IN ANCIENT
CHINESE CURIOSITIES
AND
HOUSEHOLD FURNITURE,
No. 34, Wellington Street,
HONGKONG.

AF YON,
SHIPS' COMPRADORE AND STEVEDORE,
No. 57, Praya West.
SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES.
Of the best quality and at the shortest notice.
Hongkong, May 1, 1876.

AFONG,
PHOTOGRAPHER,
by appointment, to
H. E. SIR ARTHUR KENNEDY,
GOVERNOR OF HONGKONG;
and to
H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.

Wyndham Street, formerly ATHLETIC CLUB,
HAS on hand the Largest and Best collection of Views, &c., of Amoy, Formosa and all the different Chinese Ports. Also, a large assortment of Photographic Albums, Frames, Writing Cases, Desks and many other ornamental and useful articles too numerous to mention.
Hongkong, May 18, 1876.

NOTICE.
SAILMAKING DEPARTMENT.
DURING the Temporary Absence of our Mr W. DOLAN, this DEPARTMENT will be CARRIED ON as heretofore, under the Superintendence of Experienced FOREMEN, who have acted in this capacity under Mr Dolan for 13 years.
All Orders in this Branch of Business will have our careful attention.
MACLEWEN, FRICKEL & Co.
Hongkong, June 1, 1876.

UNION INSURANCE SOCIETY OF CANTON.

NOTICE TO SHAREHOLDERS.
A FIRST BONUS of Five per cent. upon Contributions for the year 1875, will be payable on the 1st July next. Warrants may be had on application at the Office of the Society on and after the 30th Instant.
By Order of the Board,
N. J. EDE, Secretary.
Hongkong, June 20, 1876.

TUDOR COMPANY.

ON and after July 1st, the Retail Price of our NATURAL ICE will be Three quarters of a cent per Pound.
From this date, the Ice House will be open daily (Sundays excepted) from 5 a.m. to 6 p.m. On Sundays from 5 to 8 a.m. and 4 to 5 p.m. only.
J. F. HORGAN, Agent.
Hongkong, June 23, 1876.

Intimations.

NOTICE.
WHEREAS Pursuant to the Provisions of Ordinance No. 14 of 1862, the following Petition to His Excellency the Governor in Council for Letters Patent for the Exclusive Right to use within this Colony and its Dependencies, the Invention hereinafter mentioned, has, together with the Specifications required by the said Ordinance, been filed in the Office of the Colonial Secretary, that is to say:—
"The Petition of WILLIAM MACGREGOR SMITH, as Assignee of JAMES DUNCAN, for Improvements in the treatment and purification of Sugar and Saccharine Matters, and in the Apparatus employed therein."
Notice is hereby given, that His Excellency the Governor has appointed SATURDAY, the 1st day of July, 1876, at 2 o'clock in the afternoon for a Sitting of the Executive Council at the Office of the Government, for the purpose of entertaining the said Petition, and that at such Sitting of the Council, Application will be made for such Letters Patent as aforesaid.
Dated at Victoria, Hongkong, this 17th day of June, 1876.
Wm. H. BRERETON,
Solicitor for the Petitioner.
29, Queen's Road, Hongkong.

NOTICE.
Wm. H. BRERETON,
Solicitor for the Petitioner.
29, Queen's Road, Hongkong.

Auctions.

GENERAL WEEKLY SALE.
LANE, CRAWFORD & Co. will sell by Public Auction, in their Sale Room, Praya, on
FRIDAY,
the 30th June, 1876, at Noon,—
Jams, Jellies, Muscatel Raisins, Tumblers, Water Bottles, Tooth Brushes, Sailor's Knives, Sealing Wax, Shoe Blacking, Writing Ink, Silk Umbrellas, Coloured Shirts.
20 cases The Associated Vineyard, No. 1 Cognac.
An Invoice of Frederiksberg Plantation Cigars.
&c., &c., &c.
TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.1.7. The Lot or Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.
Hongkong, June 28, 1876.

PUBLIC AUCTION.
THE Undersigned will sell by Public Auction, on
SATURDAY,
the 1st day of July, 1876, at 2 p.m., on Board, by Order of the SPANISH CONSUL,
(For account of the concerned.)
The Spanish Brig
"DORA,"
of 322 Tons or thereabouts, as she now lies in this Harbour.
Further Particulars or Inventory may be obtained on application at the Spanish Consulate or to the Undersigned.
TERMS OF SALE.—Cash on the fall of the hammer. The Vessel to be at the purchaser's risk on the fall of the hammer.
J. M. ARMSTRONG,
Auctioneer.
Hongkong, June 23, 1876.

PUBLIC AUCTION.
LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, unless previously disposed of by Private Contract:—
THE MACHINERY, TOOLS, and STOCK-IN-TRADE of the East Point Foundry, formerly in the occupation of Mr SAMUEL EASTON, on the Premises, on
TUESDAY,
the 11th July, 1876, at Noon.—
The Machinery, the most of which is of the best description, includes STEAM ENGINE and BOILER, SHAFTING and GEARING, LATHES, SHAPING MACHINE, ROLLERS, PUNCHING and SHEARING MACHINE, STEAM HAMMER, CUPOLAS, VERTICALS, SCREWING MACHINE, &c., &c.
The TOOLS consist of a large collection for the use of Engineers, Turners, Boilermakers, and Smiths.
Also,
THREE STEAM LAUNCHES of the following description and dimensions:—
46ft. long, 8ft. beam, 8ft. deep, new.
WOODEN,
36ft. long, 6ft. beam, 4ft. deep, 1 year old.
IRON,
37ft. long, 7ft. beam, 5ft. deep, 4 years old.
Catalogues will be issued.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.
Hongkong, June 24, 1876.

Auctions.

LANE, CRAWFORD & Co. will sell by Public Auction at the Residence of P. DORABEE, Esq., No. 42, Hollywood Road, on
SATURDAY,
the 1st July, 1876, at Noon,—
His HOUSEHOLD FURNITURE, comprising:—Covered Chairs, Couches, Tables, Mirrors, Pictures, Gasaliers, Iron Bedsteads, Wardrobes, Washstands, Crockery and Glass-ware.
Also,
2 Self-Acting ORGANS.
1 HARMONIUM.
Office FURNITURE.
&c., &c., &c.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.
Hongkong, June 26, 1876.

Shipping.
STEAMERS.
NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.
The Company's Steamship
"JEMNAH,"
Captain ROLLAND, will be despatched for SHANGHAI on FRIDAY, the 30th Instant, at 11 a.m.
G. DE CHAMPEAUX,
Acting Agent.
Hongkong, June 28, 1876.

FOR SWATOW, AMOY & FOOCOW.
The Steamship
"YESSO,"
Captain PUNCHARD, will be despatched for the above Ports on FRIDAY, the 30th Instant, at Noon.
For Freight or Passage, apply to DOUGLAS LAFRAIE & Co.
Hongkong, June 27, 1876.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Company's Steamship
"DEUCALION,"
will be despatched on or about the 30th Instant.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, June 19, 1876.

FOR LONDON.
Upon her return from TAKAO, The Danish Steamship
"THINGVALLA,"
Moultre, Master, will be despatched as above on or about the 20th of July, 1876.
For Freight or Passage, apply to Wm. POSTAU & Co., Agents S. S. Thingvalla.
Hongkong, June 28, 1876.

FOR LONDON.
The Steamship
"FLAMINGO,"
Capt. COUGH, expected from Shanghai on or about the 30th Instant, will receive immediate despatch as above.
For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.
Hongkong, June 22, 1876.

STEAM TO YOKOHAMA.
The P. & O. S. N. Co.'s S. S. "SUNDA" will leave for the above place shortly after the arrival of the Peshawur with the next English Mail.
A. MOLVER, Superintendent.
Hongkong, June 22, 1876.

STEAM TO SHANGHAI.
The P. & O. S. N. Co.'s S. S. "PESAWUR" will leave for the above place about 24 hours after her arrival with the next English Mail.
A. MOLVER, Superintendent.
Hongkong, June 22, 1876.

FOR SINGAPORE AND PENANG.
The British Steamer
"JAYA,"
Captain GOLLARD, will load here for the above Ports, and will have quick despatch.
Freight or Passage, apply to HOP KEE & Co.
Hongkong, June 28, 1876.

Sailing Vessels.
FOR TAKAO.
The A 1 British Bark
"HYLTON CASTLE,"
W. Scott, Master, will take Cargo for the above Port, and will have quick despatch.
For Freight or Passage, apply to CARLOWITZ & Co., Agents.
Hongkong, June 28, 1876.

FOR LONDON.
The A 1 British Clipper Ship
"ONWARD,"
T. STIMSON, Master, having the greater part of her Cargo engaged, will have quick despatch as above.
For Freight, apply to MEYER & Co.,
Hongkong, June 15, 1876.

FOR SALE. FREIGHT OR CHARTER.
The A 1 British Bark
"ALPHINGTON,"
of 327 Tons Register.
Apply to WIELER & Co.,
Hongkong, June 19, 1876.

FOR VALPARAISO & CALLAO.
The 3-masted Schooner
"CRISTINA, A. P." will be despatched about the 8th July.
For Passage, apply to Capt. F. CAPRA, on Board.
Hongkong, June 24, 1876.

FOR MANILA.
The Spanish Bark
"TERESA,"
Jose M. CEBADA, Master, will be despatched for the above Port on TUESDAY, the 4th of July, at Noon.
For Freight or Passage, apply to SIEMSEN & Co., Agents.
Hongkong, June 28, 1876.

FOR SAN FRANCISCO.
(To follow the "American Lloyd.")
The S 3 L. L. American Bark
"PHILIP FITZPATRICK,"
Wm. PHILAN, Master, will have immediate despatch as above.
For Freight, apply to VOGEL, HAGEDORN & Co.,
Hongkong, June 24, 1876.

FOR LONDON.
The A 1 British Clipper Ship
"COMMISARY,"
Captain HUNTER, will load for the above Port, and will have quick despatch.
For Freight, apply to VOGEL, HAGEDORN & Co.,
Hongkong, May 19, 1876.

FOR NEW YORK.
The A 1 American Bark
"CHARLES C. LEARY,"
N. STEPHEN, Master, will load here and at Whampoa, and will have quick despatch as above.
For Freight, apply to VOGEL, HAGEDORN & Co.,
Hongkong, June 2, 1876.

FOR NEW YORK.
The A 1 British Bark
"MONTEGO,"
GRIFFITHS, Master, having the greater portion of her Cargo engaged, will load here and at Whampoa for the above Port.
For Freight, apply to RUSSELL & Co.,
Hongkong, May 12, 1876.

FOR SAN FRANCISCO.
The A 1 American Ship
"ANNIE FISH,"
Hoffman, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to RUSSELL & Co.,
Hongkong, May 12, 1876.

FOR MELBOURNE & SYDNEY.
The A 1 British Barque
"VINDEX,"
Capt. PARKHOUSE, with a large portion of her Cargo engaged, will have quick despatch as above.
For Freight, apply to RUSSELL & Co.,
Hongkong, June 2, 1876.

For Sale.

SAYLE & Co.

WE beg to call special attention to our Show-room and Ladies' Outfitting Departments.

We are offering a fine assortment of Japanese Silks, which will wear well, at 65 cents per yard, worth \$1.

Summer Dresses:—

Satin Striped Poplins.
Figured Poplins.
Fancy and Plain Grenadines.
Black and Fancy Gauzes.
Fancy Silks. Black Silks.
Niagara Striped Muslins.
White Brillantes.
A lot of Lace Goods at less than half price.
Made-up Wrappers and Costumes.
Embroidered Skirts.
Ladies' and Children's Under-clothing.
Straw Hats and Bonnets.
Feathers and Flowers.
Ladies' and Children's Hosiery.

Our Dressmaking Department is under the supervision of a Court Dressmaker.

Our Millinery Department is under the supervision of a West End Milliner.

SAYLE & Co.

VICTORIA EXCHANGE,
Queen's Road & Stanley Street.

Notices to Consignees.

S. S. AMBASSADOR, FROM
KURRAOHEE.

CONSIGNEES of Cargo by the above-named Steamer, are requested to send in their Bills of Lading for countersignature to the Underwriter and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignee's risk and expense.

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, June 28, 1876.

COMPAGNIE DES MESSAGERIES
MARITIMES.

S. S. L'ARMATA.

NOTICE.

CONSIGNEES of Cargo per S. S. "India," from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godown, whence delivery may be obtained from THURSDAY, the 29th instant, at Noon.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before To-morrow, the 29th inst., at 11 a.m., requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter.

Goods remaining unclaimed after WEDNESDAY, the 29th July, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Acting Agent.

Hongkong, June 28, 1876.

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Underwriter for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

Ex Hoogly, March 10, 1876.
R M } No. 29, One case Merchandise,
T & L } from Marseilles.
Ex Ava, May 2, 1876.
O F P } 108 bags Gum, from Bombay.
F G C } 101 bags Gum and 4 cases
Vermillion.
C E P } 4 boxes Merchandise.
C J L } 3 bags Gum.
No marks } 2 cases Raisins.
S. S. Anadyr.

G R No. 142—42 boxes Wines.
A W H K 6885/6887—3 cases Merchandise.
Hongkong, June 9, 1876.

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "Patriot" are hereby notified that the Cargo is being discharged into craft and landed at the Godowns of the Underwriter, in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Godown on and after the 1st July, 1876. Goods undelivered after 7th July, 1876, will be subject to Rent.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, June 29, 1876.

HONGKONG AND CHINA GAS COMPANY, LIMITED.

THE Transfer BOOKS of this Company will be CLOSED from the 15th to the 28th Proximo, both days inclusive.

A. NEWTON,
Manager.

Hongkong, June 29, 1876.

COALS.

AUSTRALIAN AGRICULTURAL COMPANY'S COAL FOR SALE in Lots to suit Purchasers. \$10 per Ton. Apply at the
GAS WORKS, WEST POINT.
Hongkong, June 29, 1876.

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

Taking Cargo & Passengers at through rates for HANKOW, NINGPO & PORTS IN JAPAN.

The Company's Steamship "PRIAM" will be despatched on or about the 1st Proximo.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, June 29, 1876.

TO BE LET, for Three Months from Middle of July, a FURNISHED HOUSE in SKYMOOR TERRACE. Rent, very moderate.—Address "A. B." Office of this Paper.
Hongkong, June 29, 1876.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

COMET, American ship, Captain William E. Bray.

VINDEX, British barque, Captain John Parkhouse.

ZOBORA, British barque, Captain Geo. Seacrest.—Gilmann & Co.

WILLARD MUDGETT, American barque, Captain J. B. Dickey.—Jardine, Matheson & Co.

SOPHIE, British barque, Captain Rees Jones.

NEARCHEUS, American ship, Capt. Pierce.—Edward Schellhaus & Co.

ANNA HAUSWEDELL, German barque, J. M. Schröder.—Edward Schellhaus & Co.

CINGALEE, British barque, Capt. David Anton.

GYRIENA, Dutch schooner, Captain J. S. Mulder.—Edward Schellhaus & Co.

ALPHINGTON, British barque, Captain G. Cunningham.—Arnhold, Karberg & Co.

JOHANN CARL, German barque, Captain E. Gutsmuths.—Wm. Pustau & Co.

MONTGOMERY, British barque, Capt. Griffiths.—Edward Schellhaus & Co.

SHIPPING.

ARRIVALS.

June 28, *Priam*, British steamer, 1872, S. E. Butler, Liverpool May 16, via ports of call and Singapore June 22, General.—BUTTERFIELD & SWIRE.

June 29, *Gothic*, Siamese barque, 542, S. P. Andersen, Bangkok June 14, Rice and Sundries.—W. T. L.

June 29, *Portia*, British barque, 301, Constantine, Newchwang June 6, Beans.—ORDER.

June 29, *Japan*, German three-masted schooner, 270, H. Walter, Newchwang June 8, Beans.—SIEMSEN & Co.

June 29, *Jylland*, Danish brig, 268, Laub, Newchwang June 10, Beans.—ED. SCHELLHAUS & Co.

June 29, *Quang On*, Chinese gun-vessel, 180, 3 guns, 60 h.p., La Ping Tye, Canton.

DEPARTURES.

June 28, *Hongkong*, for Bangkok.

29, *Shenchi*, for Hainan.

29, *Pardo*, for Saigon.

29, *Tanais*, for Yokohama.

29, *Madagascar*, for Bangkok.

29, *Scotland*, for Okotsk Sea.

29, *Notre Dame Auxiliatrice*, for Singapore.

CLEARED.

Chinkiang, for Shanghai.

Villa de Madrid, for Manila.

Priam, for Shanghai.

PASSENGERS.

ARRIVED.

Per *Priam*, from Liverpool, &c., Mrs. Welford, Mrs. Weiss, Mrs. Meyrick, and 300 deck.

DEPARTED.

Per *Hongkong*, for Bangkok, 10 Chinese.

Per *Pardo*, for Saigon, 35 Chinese.

Per *Tanais*, for Yokohama, Hon. G. Preston.

Per *Madagascar*, for Bangkok, 20 Chinese.

TO DEPART.

Per *Priam*, for Shanghai, 50 Chinese.

SHIPPING REPORTS.

The British steamer *Priam* reports: Moderate S.W. winds up to Lat. 17.40 N., since then light variable and North-easterly winds with squally dull weather.

The Siamese barque *Gothic* reports: First part of passage Southerly winds and fine to the Ladrones, latter part N.E. winds with rain.

The British barque *Portia*, the German three-masted schooner *Japan*, and the Danish brig *Jylland* reports: First part light Southerly winds and fine, latter part N.E. winds and rainy.

CARGO.

Per American ship *Swallow*, Hongkong to San Francisco, sailed June 26, 1876:—14,626 bags Rice each 50 lbs., 285 bags Beans each 50 lbs., 108 bales Paper, 800 boxes Nut Oil, 22 boxes Tobacco, 284 boxes Soy, 105 boxes Sugar Candy, 16 boxes Vermicelli, 19 boxes Medicine, 72 rolls Matting, 10 pkgs. Fire Crackers, 1,080 Empty Quicksilver Flasks, 16,242 Blocks Granite, and 1,379 pkgs. Sundries.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For SHANGHAI, at 10 a.m., on Friday, the 30th inst. Late letters received from 10.10 to 10.30 a.m.

For SWATOW, AMOY & FOOCHEW, at 11.30 a.m., on Friday, the 30th inst.

For TAKAO (FORMOSA), at 11.30 a.m. To-morrow, the 30th inst., instead of as previously notified.

For SHANGHAI, at 4.30 p.m., on Saturday, the 1st July.

For SINGAPORE & PENANG, at 1.30 p.m., on Monday, the 3rd July.

POST OFFICE NOTIFICATIONS.

MAILS BY THE ENGLISH PACKET.

The English Contract Packet *THIBET*, will be despatched with the Mails for Europe, &c., on SATURDAY, the 1st July.

The following will be the hours of closing the Mails, &c.:—

Friday, 30th Instant.—5 p.m., Money Order Office closes.

6 p.m., Post Office closes except the Night Box, which remains open all night.

Saturday, 1st July.—7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Post Office closes except for Late Letters. Registry of Letters ceases.

10.15 a.m., Letters may be posted on payment of a Late Fee of 18 cents extra Postage until

11 a.m., when the Post Office Closes entirely.

11.30 a.m., Letters (but Letters only) addressed to the United Kingdom via Brindisi or to Singapore may be posted on board the Packet on payment of a Late Fee of 48 cents extra postage.

11.50 a.m., Posting on Board ceases.

ALFRED LISTER,
Postmaster General.

General Post Office,
Hongkong, June 28, 1876.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *BELGIO* will be despatched on SATURDAY, the 1st July, with Mails for San Francisco, and the United States, which will be closed as follows:—

2 p.m., Registry of Letters ceases.

2.30 p.m., Post Office closes.

2.30 p.m., Correspondence may be posted on board the Packet with Late Fee of 12 cents extra Postage until

2.50 p.m., when the Mail is finally closed.

Correspondence must be specially directed for this route, and if not fully prepaid will be sent by British Packet.

Letters, &c., can be posted for Canada, the West Indies, and other places named below, if sufficient American Stamps are added to prepay them from San Francisco to destination. American Stamps are sold at this Office.

The charge for Registry is 8 cents in Hongkong Stamps, and 10 cents in U. S. Stamps to those places only the names of which are printed in Italics. To all the other places named correspondence cannot be Registered through, but only to San Francisco (8 cents.)

ALFRED LISTER,
Postmaster General.

General Post Office,
Hongkong, June 28, 1876.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *PEIHO*, will be despatched on SATURDAY, the 8th July, with Mails to and through the United Kingdom and Europe, via Marseilles; to Saigon, Singapore, Batavia, Galle, Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Réunion, Mauritius, Suez, and Alexandria.

Letters may also be forwarded to INDIA by this Packet, but can be paid only as far as Ceylon. The postage to Ceylon must be prepaid. Such letters should be marked *Pay to Galle only*; they will go on from Galle as unpaid.

The following will be the hours of closing the Mails, &c.:—

Friday, 7th July.—5 p.m., Money Order Office closes. Post Office closes except the Night Box, which remains open all night.

Saturday, 8th July.—7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Registry of Letters ceases.

11 a.m., Post Office closes except for Late Letters.

11.10 a.m., Letters (but Letters only) addressed to the United Kingdom, to Saigon, or Singapore may be posted on payment of a Late Fee of 18 cents extra postage, until

11.30 a.m., when the Post Office Closes entirely.

ALFRED LISTER,
Postmaster General.

General Post Office,
Hongkong, June 28, 1876.

General Memoranda.

SATURDAY, July 1.—Noon.—English Mail leaves for Ports of Call and Europe.

Noon.—Sale of Household Furniture, at No. 42, Hollywood Road.

2 p.m.—Sale of Spanish Brig *Dora*, on Board.

3 p.m.—Occidental & Oriental S. S. Co.'s Steamer *Belgio* leaves for Yokohama and San Francisco.

3 p.m.—Meeting of Zetland Lodge.

Priam leaves for Shanghai on or about this date.

TUESDAY, July 4.—Noon.—*Teresa* leaves for Manila.

WEDNESDAY, July 5.—Goods per *Djemnah* undelivered after Noon, subject to rent and landing charges.

FRIDAY, July 7.—Goods per *Priam* undelivered after this date subject to rent.

THURSDAY, July 11.—Noon.—Sale of Machinery, Engineers' Tools, Steam Launches, &c., at the East Point Foundry.

SATURDAY, July 15.—8 p.m.—American Mail leaves for Yokohama and San Francisco.

Transfer Books of the Hongkong and China Gas Company, Limited, will be closed from this date to 28th Proximo, inclusive.

THURSDAY, July 20.—*Thingalla* leaves for London on or about this date.

MEMOS. FOR TO-MORROW.

Shipping.

11 a.m.—*Djemnah* leaves for Shanghai.

Noon.—*Yessu* leaves for Swatow, Amoy and Foochow.

Deception leaves for London on or about this date.

Auctions.

Noon.—General Weekly Sale by Messrs Lane, Crawford & Co.

Miscellaneous.

Warrants for Bonus upon Contributions to the Union Ins. Soc. obtainable.

TO ADVERTISERS.

The attention of Advertisers is respectfully drawn to the fact that a copy of the *China Mail* has for some time past been placed on board of every Steamer and Sailing Vessel on arrival in this Harbour. Facilities which have recently been placed within the reach of Captains and Officers of Ships have resulted in a material increase to the Subscription List of the *Mail* amongst the shipping in port; and as special arrangements have been made to increase the usefulness of the Shipping List and to extend the circulation in the Bay, these advantages will be at once apparent to Advertisers.

Orders may be sent to
GEO. MURRAY BAIN,
China Mail Office.

THE HONGKONG DISPENSARY.

Established A.D. 1841.
香港大藥房

A. S. WATSON & Co.,
FAMILY & DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
IMPORTERS

OF
DRUGGISTS' SUNDRIES, (NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.

MANUFACTURERS
OF
Soda Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparilla Water, and other Aerated Waters.

The Manufactory is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced at 7.15 p.m.

THE CHINA MAIL.

HONGKONG, THURSDAY, JUNE 29, 1876.

EXCEPTING in the death of the unfortunate Chinaman, we can only look upon the recent explosion on board the *Kinshan* as a matter for unmingled congratulation. The judicial proceedings that have been the consequence of that event have brought to light, and will no doubt more or less tend to rectify, a state of things in regard to that vessel which one day might have resulted in the slaughter of not one but a hundred human beings. Nor is this all. It is to be hoped that this disaster will not be without some good effects as a warning to parties having charge of other steam-boats plying between local ports, and that passengers by them will enjoy a greater security of life and limb than they have hitherto. The verdict of the jury acquitting the men, and their expression of opinion that the Company, through their Marine Superintendent, had not taken proper measures to ascertain the condition of the *Kinshan's* boilers and superheaters, seem to meet with pretty general approval from the public, nor are we inclined to disagree with either of the conclusions. At the same time, however, we cannot wholly exonerate the men, as well as the Superintendent, from blame. To put the matter shortly we should say that the men were to blame for not displaying sufficient care as to the state of the boilers, and the Superintendent for not seeing that such care was exercised.

Mr. Robb, whom we can only consider as a most trustworthy witness, distinctly stated in his evidence that a proper examination of the superheater would have disclosed the true state of the plate; that any engineer would have pronounced it unsafe, and that it was not capable of bearing a pressure above 10 lbs., whereas 25 lbs. was the degree of pressure at the time of the explosion. It is true that a subsequent witness, one connected with the Company, it should be observed, stated that he had known plates as thin as this one carry a pressure of 25 lbs. for a while; but when it is considered that this plate gave way at that pressure, the evidence of this witness does not strike one as being particularly valuable. By the plate bursting at a pressure of 25 lbs. we have a clear proof of its not being able to bear that strain, nor ought the pressure, for the sake of security, to have gone much beyond 10 lbs., especially when the plate became, as it speedily would, more worn. In the face of this evidence, then, it is pretty clear that either the men did not understand examining the boilers, and ought not to have undertaken the responsibility of such duties, or that they were negligent in the matter. The evidence of Mr. Robb was so clear as to the insecurity of a plate one-eighth of an inch thick in bearing such a pressure as the defendants were in the habit of putting on the boilers, and the ability of any competent engineer to detect its

defectiveness, that we cannot do better than quote the pertinent portions of it. "An ordinary engineer," said Mr. Robb, "ought to have known that that part of the plate was in a dangerous state, and he would have known it if he had hammered it. I have said that different men would give different reports of the results of tapping, but I do not think in this particular case and on that particular spot, many engineers would differ much in their opinion as to the defect. One might say it was $\frac{1}{8}$ inch thick and another not so much, but all would say it was unsafe. If one's orders are to the effect that he is to examine it every Sunday and if he fails to discover it, I should call it error of judgment at least. Supposing he is not ordered to examine the boilers every Sunday but is responsible for them, he has to examine them, and if he finds any defect, he is to make a report. Knowing the patch on the particular boiler in question, a thorough examination ought to have been made. There ought to have been an examination every Sunday. The engineers being aware that patch was put on, ought, in my opinion, to have special attention paid to the weak part and that once every week." If this evidence is of any value it clearly shows that the plate was in a dangerous state and that a proper examination of the superheater would have detected it. It is also worthy of note that no evidence was called to rebut that of Mr. Robb. The fact of the matter is that if we cannot have boilers and superheaters properly examined, and feel assured of their safety, we must not use them. There must be no guessing as to when a boiler requires repairing or to be put out of use. Of course we do not say either that the men were incompetent to examine the boilers or that they used them well-knowing them to be in the dangerous state in which they were. The probability is that if they feared an explosion they would not only have insisted upon their being repaired, but have refused to use them until that had been done, for certainly the engineers stand a better chance than any one else on board a vessel of losing their lives in the event of an explosion. Still there does appear to have been some laxity or incompetency on their part, and thinking this we cannot entirely clear them from blame.

We have also intimated that we agree with the opinion expressed by the Jury in regard to the Marine Superintendent. Our chief reasons for doing so are that, although the Superintendent ordered the increase of pressure to 25 lbs., he appears to have taken little trouble to assure himself as to the safe state of the boilers, or to afford facilities to the men for examining them. So little did he know of the state of the super-heater in question that he "had no remembrance of that particular patch being placed on the boiler," although he admitted subsequently that it was his duty to examine the boilers, himself, occasionally. There can be no reasonable doubt that these river-steamers, loaded as they are every day with human beings, should have their boilers and machinery thoroughly overhauled and examined at least once every six months. The *Kinshan* had been running steadily for three years without an examination of this kind, and would probably have run a year or two longer had not this disaster occurred. There ought, also, to be careful examinations once every week of at least those portions of the boilers most liable to deterioration. Unless such simple but important precautions as these are observed and a proper system of reports from engineers to Superintendents adopted, we shall never be able to enjoy a trip to Canton or Macao without an uncomfortable feeling of the strong possibility of our returning to Hongkong short of our full complement of limbs, or of getting blown, en voyage, into mid-air and the next world at the same time.

THE SPIRIT OF THE MORNING PRESS.

The Press notices the opening of the Shanghai Polytechnic Institution, and says a similar institution might also, with advantage, be opened here. The City Hall Museum has lately been much extended and improved, and the Curator is laudably anxious that it should be made more instructive to the numerous native visitors by the acquisition of useful and scientific inventions from Europe. Surely a section—a separate room—of the Museum might be devoted to this purpose. Many exhibits might, no doubt, be obtained from great manufacturing firms either as gifts or loans.

THE HONGKONG NATIVE PRESS

SUPPLEMENT
TO THE
CHINA MAIL.

HONGKONG, THURSDAY, 29th JUNE, 1876.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Harbour or midway between each shore are marked C., in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
- Section.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Anchor- age.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Adria	3 k	Breeze	Brit. str.	781	June 10	Gibb, Livingston & Co		
Ambassador	6 c	Williamson	Brit. str.	1257	June 28	Gibb, Livingston & Co.		
Belgio	4 k	Metcalfe	Brit. str.	2652	June 16	O. & O. S. S. Co.	Y'hams & S. F'isco	1st prox.
Calabar	5 c	Hutchison	Brit. str.	872	June 19	Chilose		
Cheops	4 c	Dryden	Brit. str.	983	May 18	Adamson, Bell & Co.	S'apora and Penang	
Chinkiang	5 c	Hogg	Brit. str.	780	June 28	Siemssen & Co.	Shanghai	
Crocus	8 h	Joy	Brit. str.	1298	June 10	Jardine, Matheson & Co.		
Dauube	2 h	Clanchy	Brit. str.	561	June 23	Yuen Fat Hong		
Djemnah	5 c	Rollaud	Foh. str.	2400	June 28	Messageries Maritimes	Shanghai	
Duna	4 c	Thomson	Brit. str.	859	June 4	Gilman & Co.		
Eatopona	5 h	Hubback	Brit. str.	676	June 21	Birley & Co.		
Glamis Castle	4 c	Dickie	Brit. str.	1539	May 13	Adamson, Bell & Co.	S'apora and Penang	Ab'deen Dock
Java	5 c	Gollards	Dut. str.	886	June 9	Edmund Schellhass & Co.		
Killarney	5 c	O'Neill	Brit. str.	1066	June 25	Captain		
Leonér	5 h	Young	Brit. str.	408	June 28	Douglas Lapraik & Co.	Manila	
Lord of the Isles	2 c	Cowie	Brit. str.	1846	June 24	Russell & Co.		
Madagascar	4 c	Timm	Ger. str.	884	June 23	Siemssen & Co.	Bangkok	To-day
Mikado	8 k	Moore	Brit. str.	3030	May 26	Gilman & Co.		
Ochis	4 c	Butlin	Brit. str.	1138	June 28	Wm. Pustau & Co.		
Orissa	5 k	Reeves	Brit. str.	1119	June 15	P. & O. S. N. Co.		
Pardo	4 c	Power	Brit. str.	763	June 4	Landstein & Co.	Salgon	To-day
Pasig	...	Lopez	Span. str.	107	May 7	Romedios & Co.		
Pawtuxet	4 k	...	Amer. str.	280	June 18	Aug. Heard & Co.		Laid up
Priam	5 c	Butler	Brit. str.	1572	June 28	Butterfield & Swire	Shanghai	
Sunda	4 k	Lee	Brit. str.	1069	June 27	P. & O. S. N. Co.	Yokohama	Mails
Tanais	4 c	Reynier	Foh. str.	1726	June 19	Messageries Maritimes	Yokohama	Mails
Thales	...	Coles	Brit. str.	820	June 3	Douglas Lapraik & Co.	S'apora and Bombay	Mails
Thibet	5 k	Eastley	Brit. str.	1671	June 28	P. & O. S. N. Co.	Takao	
Thingvalia	4 k	Matirier	Dan. str.	1577	June 15	Wm. Pustau & Co.		
Yottung	2 h	...	Brit. str.	324	June 9	Kwok Acheong		Repairing-
Yesso	5 h	Punchard	Brit. str.	560	June 27	Douglas Lapraik & Co.	Coast Ports.	30th, noon.
Sailing Vessels.								
Alexander McNeil	8 c	Pattice	Amer. sh.	1090	June 19	Messageries Maritimes		
Alphington	2 c	Cunningham	Brit. bqe.	326	June 19	Arnhold, Karberg & Co.		
Alva	4 c	Souza	Port. sh.	631	June 21	Brandao & Co.		
Anna Bella	4 k	Stephen	Brit. bqe.	334	June 14	Borneo Co.		
Anna Dorothea	8 k	Schutt	Ger. bqe.	330	June 3	Wm. Pustau & Co.		
Anna Hauswedell	4 k	Schröder	Ger. 3m. sc.	362	June 16	Edmund Schellhass & Co.	San Francisco	
Annie Fish	3 c	Hiffes	Amer. sh.	1495	April 23	Russell & Co.		
Bethany	3 c	Beedell	Brit. bqe.	359	June 28	E-Shun Hong		
Bonito	4 k	Weisenberg	Ger. bqe.	397	June 21	Siemssen & Co.		
Brema	3 k	Timpe	Ger. bqe.	380	June 26	Wieler & Co.		
Carl	4 c	Thomsen	Ger. bg.	215	June 18	Arnhold, Karberg & Co.		
Catherine Marden	4 c	Marden	Brit. 3m. sc.	287	June 19	H. Kier	Manila	
Celestial Queen	1 c	Watt	Brit. sh.	843	June 6	Borneo Company		
Charlie Palmer	1 c	Mackintosh	Brit. bqe.	567	June 22	Sing Yuen		
Cheng Soon	2 h	Cheng Sang	Siam. sch.	200	April 30	Chinese		
Christian	3 c	Stehr	Ger. bqe.	281	June 7	Edmund Schellhass & Co.		
Christina A. P.	3 c	Federico	Amer. sch.	175	Jan. 8	Captain	Valparaiso & Callao	
Cingalee	4 k	Anton	Brit. bqe.	339	June 18	Chinese		
Comet	4 c	Bray	Amer. sh.	1157	April 23	Russell & Co.	San Francisco	
Commissary.	8 h	Hunter	Brit. sh.	900	April 23	Vogel, Hagedorn & Co.	London	
Corinne	8 c	Gorman	Brit. bqe.	395	June 18	Wieler & Co.		
Deutschland	3 c	Ilmann	Ger. bqe.	269	May 18	Arnhold, Karberg & Co.	Haiphong	Repairing.
Dora	...	Luzarango	Span. bg.	322	May 13	H. Kier		
E. M. Young	8 k	McMicheu	Brit. bqe.	345	June 24	Chinese		
Ellen Rickmers	3 k	Weydemann	Ger. bqe.	307	June 27	Melchers & Co.		
Fabius	1 h	Stolze	Siam. sh.	635	June 26	Kin-tye-loong		
Fasan	2 k	Sandberg	Norw. bqe.	290	May 28	Vogel, Hagedorn & Co.	Manila	
Frederic	2 c	Baudrouet	Foh. bqe.	450	June 26	Captain		
Georgina	...	Romney	Brit. bqe.	315	June 24	Chinese		
Gesiona	4 k	Mulder	Dut. sch.	480	June 19	Edmund Schellhass & Co.		
Helena	4 k	Inkster	Brit. bqe.	433	June 28	Captain		
Humboldt	4 k	Stoll	Ger. bqe.	330	June 9	Edmund Schellhass & Co.		
Hylton Castle	4 k	Scott	Brit. bqe.	547	June 17	Carlowitz & Co.	Takao	
Josquina y Anna	4 c	Mau	Amer. sch.	40	May 27	O. P. Holcomb		
Johann Carl	3 k	Gutsmuths	Ger. bqe.	387	June 19	Wm. Pustau & Co.		
Kaisow	4 c	Gadd	Brit. sh.	795	June 19	Melchers & Co.	Foochow.	
Kate Tatham	4 k	Mackersey	Brit. bqe.	275	May 12	Carlowitz & Co.		
Krung Thep	2 c	Dührsen	Siam. bqe.	488	June 25	Siemssen & Co.		
Lord of the Isles	2 c	Watt	Brit. 3m. sc.	317	June 25	Vogel, Hagedorn & Co.		
Manila II.	4 k	Günner	Ger. bqe.	515	June 17	Siemssen & Co.		
Maria	1 c	Hoyle	Brit. sch.	165	June 26	Turner & Co.		
Martha Brokelmann	8 c	Kluth	Ger. bqe.	486	June 4	Siemssen & Co.		
Miss Kilmanegg	1 h	Finlayson	Brit. bg.	228	June 15	Jardine, Matheson & Co.		
Nesrohus	4 c	Pierce	Amer. sh.	1287	June 5	Messageries Maritimes		
Nestor	4 c	Guquel	Foh. sh.	789	June 18	Melchers & Co.		
Notre D. Auxiliatrice	3 k	Jagoret	Foh. bqe.	532	June 15	F. Degener	Singapore	To-day
Onward	2 h	Stimson	Brit. bqe.	564	June 6	Rozario & Co.	London	
Pacha	2 c	Dumreicher	Ger. bqe.	431	June 23	Order		
Phillip Fitz Patrick	3 c	Phelan	Amer. bqe.	582	June 17	Vogel, Hagedorn & Co.	San Francisco	
Rebecca	...	Bundgaard	Ger. bqe.	408	May 23	Wm. Pustau & Co.		Coast Dock
Rob Roy	8 c	Brown	Brit. bg.	290	June 16	Order		
Sootland	4 c	Holcomb	Amer. sch.	78	May 27	Captain	Oktak Sea	To-day
Sophie	8 c	Jones	Brit. bqe.	477	June 5	Olyphant & Co.	New York	
Syringa	4 k	Partridge	Brit. sch.	242	June 19	Siemssen & Co.		
Ta Lee	3 c	Hoffmann	Ger. bqe.	342	June 10	Siemssen & Co.		
Teresa	2 c	Cebada	Span. bg.	251	June 18	Siemssen & Co.	Manila	4th px., noon
Thoon Kramom	2 h	Vorrath	Siam. bqe.	474	June 28	Wieler & Co.		
Varuna	2 k	Sachan	Ger. bqe.	486	June 28	Landstein & Co.		
Victory	4 k	Whiting	Brit. bg.	255	May 22	Brandao & Co.		
Villa de Ravadavia	4 c	Camus	Span. bg.	290	May 3	Russell & Co.	Manila	To-day
Vindox	3 c	Parkhouse	Brit. bqe.	875	May 15	Wing Wo Yuen	Melbourne & Sydney	
Willard Mudgett	8 c	Dickey	Amer. bqe.	431	June 17	Carlowitz & Co.	Honolulu.	
William Turner	3 k	Vandervord	Brit. bqe.	388	May 13	Gilman & Co.		
Zoroya	...	Scarlett	Brit. bqe.	388	May 13	Gilman & Co.		
WHAMPOA								
Charité	...	Hervé	Foh. bqe.	255	June 20	Carlowitz & Co.	Tientsin	
Chas. O. Leary	...	Stephen	Amer. bqe.	644	June 23	Vogel, Hagedorn & Co.	New York	
Formosa	...	Schwer	Brit. 3m. sc.	282	June 23	Melchers & Co.		
Kronprinzessen	...	Hamin	Dan. bqe.	344	June 23	Edmund Schellhass & Co.		
Marie Alfred	...	Leclerc	Foh. bqe.	309	June 22	Landstein & Co.		
Montego	...	Griffiths	Brit. bqe.	316	June 29	Russell & Co.	New York	
Vesta	...	Dirks	Ger. bqe.	302	June 5	Melchers & Co.	Tientsin	
CANTON								
Amoy	...	Drewes	Brit. str.	814	June 29	Siemssen & Co.	Shanghai	
China	...	Hennings	Ger. str.	783	June 27	Siemssen & Co.	Shanghai	

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor- age.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Ariadne	6 c	German	corvette	1330	6	400	June 24	Kühne
Flamer	7 h	British	aux. naval hospital	...	...	...	...	D. M. Insp. Gen. Morgan
Fly	6 h	British	gun vessel	464	4	120	June 2	John Bruce
Hertha	6 c	German	corvette	2100	19	400	June 24	Knorr
Hornet	6 h	British	gun vessel	461	4	120	May 16	Hippisley
Kearns	6 c	American	corvette	638	6	500	April 20	F. V. McNair
Kestrel	5 k	British	gun vessel	462	4	100	June 1	C. B. Theobald
Mecanee	6 k	British	military hospital	2591	...	...	...	Capt. Becker
Peng-chao-hai	6 c	Chinese	gunboat	500	5	400	June 23	C. H. Palmer
Ringdove	6 h	British	gun vessel	666	3	160	June 23	U. C. Singleton
Victor Emanuel	5 k	British	Commodore's flag ship	3087	2	...	...	Commodore Watson
Vineta	K. Dk.	German	corvette	1800	19	400	May 31	Count Monte

FOOCHOW SHIPPING IN PORT.

June 17, 1876.

Anchises for London	Glenfalloch for London	Nadesha for Tientsin
Almatia for Tientsin	Korcor Danish barque	Naples for London
Braemar-Castle for London	Lapwing H. B. M. gunboat	Princes Arthur for Colonies
Brigetta for Colonies	Lochiel for Colonies	Quensland for Melbourne
Candia for London	Lulu for Tientsin	Saada British steamer
E. C. Mutch British schooner	MacGregor for London	Stakoska for London
Europe for Shanghai	May for Wellington, N.E.	Thermopylae for London
Flying Cloud British barque	Montgomeryshire for London	Tokatea for Shanghai
Galatea for L'don and H'burg	*Namoa for Hongkong	Vancouver for London
		Viking for Sydney

* Since left port, or arrived at Hongkong.

barque *Bethany*. He was on the articles and was engaged at Sydney for £6 per month. He refused duty on the 23rd while. He was told to clean the brass work of the binnacle. He said he would not do it. It was, however, his duty to work as a steward. He did not refuse to work as a cook. The defendant stated that he did not consider it his duty to clean the brass work of the binnacle. Mr Russell ordered him to be sent on board and to forfeit seven days' pay.

SHOOTING WITH INTENT TO MURDER.
Subadar Deen, P. C., was again brought up to answer the above charge, but was further remanded. The wounded man is progressing favourably.

CORRESPONDENCE.

A REAL GRIEVANCE.

To the Editor of the "CHINA MAIL."
Hongkong, June 29th, 1876.

Sir,—Will you kindly give publicity by the medium of your valuable paper to the following facts, by which I wish to call the attention of the Government to a nuisance in connection with the temporary Government Civil Hospital in Hollywood Road?

1. The godown underneath the building adjoining the Hospital is being used as a sort of "Morgue," the corpses of deceased inmates of the Hospital, and dead bodies discovered by the Police elsewhere, being stored there for inspection of the Coroner, or otherwise awaiting burial. This godown, being utterly without ventilation and in immediate contiguity to a crowded thoroughfare and to numbers of private residences, is at all times a veritable pest-hole emitting an exhalation dangerous to the health of all living in the neighbourhood, particularly so since the hot season has commenced.

2. But to this chronic defiance of sanitary rules was added, on Sunday last, an outrage on public decency which is scarcely credible. On that day, at 11.30 a.m., two coffins were brought to the Civil Hospital, deposited in the public street in front of the above-mentioned godown, left there exposed to the heat of a midday sun for fully an hour, whilst blood was oozing out from one of the coffins, a sickening sight to the numerous passers-by returning from the forenoon service. And even when the two coffins were at last removed from the street and deposited in the godown, pools of blood were allowed to remain undisturbed in the gutter where they were still visible the next morning.

3. It is bad enough to have a hospital in the immediate neighbourhood of private dwellings; it is worse to have a public "Morgue," established in a building utterly unfit for the purpose, discharging its pestilential effluvia into the public street; but it is worst of all for the residents in the immediate neighbourhood to find themselves slowly poisoned by a paternal Government, whilst a fine area for a Civil Hospital, judiciously selected years ago, levelled and prepared for building in a suitable locality, remains unused on account of some inexplicable hitch in official quarters.

I am, Dear Sir,

Yours &c,

MEMENTO MORI.

THE "KINSHAN" VERDICT.

To the Editor of the "CHINA MAIL."
Hongkong, June 29th, 1876.

Sir,—The concluding sentence of the remark, which the Special Jury in *re Kinshan* added to their verdict, clearly shows that a Mr Plimoss will be an invaluable addition to our Legislative Council. It is now quite a year since the Court of Enquiry on the loss of the *Fogang* stated in their finding that top-heavy boats are not adapted to the trade between this and Macao during the months of the south-west monsoon. This no attention has as yet been paid in the proper quarters; indeed, it seems this portion of the finding has been read and passed over like an exciting passage in a chapter in the Arabian Nights.

The remark of the Special Jury, to which I have above alluded, is more than probable, will meet with a similar fate, unless the sort of gentleman I have above named occupies a seat in our Legislative Council. To make a thing optional and compulsory is widely different; the Jury have given their opinion, which will only appear on the documents, carefully preserved in the archives of the Supreme Court, and will not go beyond that. They should have made it as a sort of "presentiment" for submission to the Executive, in order that compulsory measures be enacted for a periodical survey on the river steamers by professional men.

What did the Marine Superintendent of the Steamboat Company say in reply to an enquiry by one of the Jurors? Here are his words, as reported: "If I had a chance I should have laid her up." This means, that if there was another steamer to take the *Kinshan's* place the latter would have been laid up for examination, &c. Notwithstanding this assurance by the Superintendent himself, the *Kinshan* was kept going with his positive instruction to "beat the *Chang*," when he could not have been very confident that there was nothing wrong with her since she had run for three years consecutively, and one day in April she reduced her pressure of steam to 16 lb. Why was this reduction of pressure made on one day only? With this pressure of steam the Superintendent must have known very well that the *Kinshan* would be beaten by her opponent, which was the case, and which the Attorney General characterised in his opening speech as a "fatal fact."

Thus you will observe that what the Jury recorded as a "necessary" measure will entirely depend upon a "chance," in the absence of any compulsory Ordinance to support the Attorney's verdict.

I am, Sir, Yours faithfully,

VERITAS.

China.

SHANGHAI.

We notice by an express that the expenses of the Political Telegram Service being largely in excess of the Subscriptions, the Company regrets to announce that the Messages will be discontinued at Shanghai and Hongkong after 30th June, unless a sufficient number of additional Subscribers is obtained, or those already subscribing consent to an increase in the rate.

In a few days we shall probably have the pleasure of welcoming the Hon. T. G. Grosvenor, Mr. Bajer, and Mr. Davenport, back to Shanghai, and it certainly appears

to us that some public notice should be taken of the event. We do not suggest anything pretentious or silly; but there are ways of offering to those who have served their country faithfully and well, in the teeth of danger, a suitable public welcome. Will not some of our representative men step forward in the matter, and invite the co-operation of their fellow-residents?

NINGPO.

It is said that the offensive publication, "A Death-blow to Corrupt Doctrine," has been freely but privately circulated in the city of Taichow. A missionary resident there obtained a copy lately from a native, who had been presented with it by a shopkeeper. With the injunction to keep it secret. The missionary at once informed the Chinese, who denied all knowledge of it, and, in proof of his sincerity, at once issued a proclamation, ordering the instant destruction of any copies that might be in the hands of the people, and warning them against its teachings.—N. C. D. News.

17th June, 1876.
As I have nothing else to write about, I must fall back upon that ever-interesting theme—the weather. It has been rain, rain all last night and to-day, making it soapy and sloppy for pedestrians. We have had so much of it lately, that the Race Course, almost deserted on an evening, and constitutionalists have taken to walking on the Bund for a change. Others prefer to stay indoors. Of course, where one man is discontented with the present state of the weather, another feels inclined to rejoice and clap his hands. The farmers ought to be very thankful for the present downpour, as the crops require it. But won't the mosquitoes bite, when the sun comes out again? Either Fungshui or the wind was favourable for a goodly number of junks put to sea this morning, although it rained so heavily.—Shanghai Courier.

CHINKING.

Messrs. Spencer & Wolff write on the 21st June:—At the end of last week the enquiry for Grey goods was a somewhat quiet, and the state of affairs continued for some few days when the demand again sprang up, and has remained active up to the time of writing. The promptness with which the late heavy arrivals have been cleared, indicates that the consuming districts are still capable of taking further supplies. Prices have been so far well maintained, but we fear will give way soon, unless some change takes place for the better in the Shanghai market, as late arrivals from there have had a weakening tendency. *Grey Shirtings*—9.10/12lb. Dewhurst's ordinary makes have fetched Tls. 2.34 a Tls. 2.37 per piece. In 8½-lb. sales are reported of best Eagles and similar goods at Tls. 1.80 a Tls. 1.81 per piece; Green Lion, Tls. 1.75 per piece; Red Lion and Flag, Tls. 1.68 per piece. In 7-lb. there is nothing doing. *T-Cloths*—These goods seem to have gone out of favour for a time, and very few sales are reported. *English Drills*—Some small parcels of 14½-lb. have been placed at Tls. 1.95 a 2.02 per piece, and 15-lb. at Tls. 2.03 a 2.10 per piece. *Mahua Opium*—The demand has again been very strong for good drug at Tls. 436 a 437 per picul; the finest quality would command a considerably higher figure were there any on offer, and the late advance in Shanghai will no doubt render good and medium drug saleable at much higher rates than the market requires. O. has been sold at Tls. 440.

We hear a very extraordinary account from Chinkiang, of interference by the Customs with the C. N. Co.'s bulk and steamers. The Customs Authorities allege that the C. N. Co.'s bulk is so placed as to direct the current against the Bund, and to be greatly instrumental in causing damage which is happening. Various opinions appear to have been taken on this subject, with results such as to throw considerable doubt at least on the assertion. But the Customs adhere to their own opinion; and their consequent action seems incredible. They are said to insist on the removal of the bulk, without giving time for appeal, and not only notify that C. N. Co.'s steamers attempting to go alongside it after the 22nd instant will be fined Tls. 500 each, but have posted a Chinese notice outside the Custom House, to the effect that merchants attempting to ship cargo will be heavily fined.—We can understand the Commissioner having his own opinion about the bulk; but the threatening notice to intending Chinese shippers seems out of place. The notice was the matter is said to have been referred to Peking with the cognizance and approval of H. M. Consul. We await further particulars with some curiosity.—N. C. D. News.

HWAINGAN-FU (Yellow River).

7th June, 1876.
Appropos of your recent article upon the opium question, the following incidents which came under my observation within the last few days may be considered deserving of record, as illustrating some of the evils resulting from the accessibility of this drug to all classes in this country, even to the poorest and most ignorant.

The first case I was called to attend was that of a young woman, the wife of a boatman, who in a fit of exasperation with her husband had swallowed an ounce-and-a-half of opium. This had occurred some four hours before I was informed, so the case was hopeless from the first, but to the woman was the urgent solicitations of the friends, I accompanied them to where the woman was lying, and found her surrounded by a nervous crowd, perfectly inane and prostrate. The remedies I prescribed were tried for some hours but proved of course ineffectual. On enquiring I found the circumstances particularly sad. The woman had been married some three years, and up to the last few days had lived happily with her husband, when some domestic quarrel occurred on a trivial matter; acrimonious language resulted, and the wife, under the influence of her feeling, swallowed the whole of the opium at hand.

This act was only discovered some little time afterwards by the wife returning with her jewellery and savings, acknowledging what she had done and touching, begging her husband to take them and obtain if possible a more deserving partner. If the woman had stopped a moment to consider the consequences of her rash act towards her husband, she might have remembered that her death brought about in this manner would by Chinese law not only endanger her husband's liberty but probably his life. For in the sequel no sooner was the woman dead than the husband was arrested and his best seized by the authorities.

The second case occurred curiously enough on the following morning, when a woman, also from the effect of a domestic quarrel with her husband, took half-ounce of opium; but in this case I was applied to within half an hour of the occurrence, and by the administration of simple remedies was enabled successfully to neutralize the ill-effects.

The prevalence of suicide or attempted suicide by opium is especially noticeable amongst the female classes in this country, and it is not improbable that it contributes in some degree to the remarkable power they hold over the stronger sex.—Shanghai Courier.

SZECHUEN.

8th June.
I notice that in one of the recent numbers of your estimable journal you publish the particulars of certain events said to have occurred in this province, and of which I happened to be an eye-witness. I am sure, Sir, that you will be glad to be placed in possession of more authentic intelligence, and, in rectifying one or two important misconceptions, to serve the cause of justice and of truth.

The Christians have had no dispute whatever with non-converts of Szechuen. Not a single name, or a single instance can be adduced in proof of the assertion. But the White Water-Lily Society has been issuing infamous placards against the Roman Catholics for a long time past; and latterly the Scot has begun to distribute the *taichu*, or libel, attributed to Chang Chitang, the Literary Chancellor; the members then appear to have formed the design of exterminating the Europeans and the Christians altogether, the good as well as the bad, for the simple reason of their being Christians.

Nor can the Christians be accused of having burnt down a Confucian Temple. I am prepared to state that for the last three years there has not been a single Confucian Temple in all Szechuen destroyed by fire. In every city, whether *fu*, *chow*, or *hien*, there is one, and only one, of these temples; and neither at Kiang-pe nor in any of the environs has this temple been burnt down.

To these explanations I take the liberty of adding a few remarks with regard to the persecutions which still continue in the neighbourhood of Chung-king. Out of the fifteen hundred converts at Kiang-pe, there now remain, at the beginning of June, only those who have been thrown into prison. About fifty have been put to death since the persecution first commenced on the 8th April; the remainder are all dispersed. Nearly three hundred houses had been destroyed, and the National Guard are still under arms. Those who are able to stop these disorders, incite, on the contrary, the non-converts to make calumnious accusations against the Christians. They pursue these Christians who have taken to flight, and put to the torture all those whom they are able to seize, in order to make them confess certain imaginary crimes. Thanks to the intervention of the French Legation, there was reason to expect that orders would have emanated from Peking to arrest the author, whoever he may have been, of the libel which is regarded as the true source of the persecution. News of this had been received at Chungking. But it is astonishing that no proclamation of the sort has been ever issued, nor, as far as is known, any steps taken to paralyse the effect of this injurious brochure. On the contrary, the libel continues to circulate freely; at this moment it is in the hands of all the literati, and is inflaming the general hatred of Christians and foreigners all over the province so greatly that there is constant fear of new disorders. And unhappily these sinister forebodings are only too well justified by the acts of violence which continually occur.

Quite lately, within the last day or two, a couple of boats and a house belonging to some native Christians have been burnt; and thirty-six miles from Chung-king, upon the Great River (Yangtze Kiang), two aged Christians have been slaughtered—an old man of seventy, and a woman—and their bodies thrown into the water.

The bitter complaints of these unfortunate and their terrible griefs are simply met by lies. We befuddle the Christian who dares to present himself as an accuser; for he is seized and tortured in order to make him confess that he himself is a traitor, and that the ruffian who has either killed his parent or pillaged his house is an injured innocent. The examination being finished, the poor man is forced to affix his seal to the written avowal which is thus extorted; and he is then led to the tribunal straight to prison. Such acts of barbarity need no comment; they speak eloquently enough themselves.—Shanghai Courier.

TIENTSIN.

June 12th.
It has recently come to the knowledge of foreigners, that a guild is organised here for the purpose of squeezing Chinese passengers by the steamer. They compel passengers arriving to pay a certain sum, varying in amount according to the supposed circumstances of the victim. It is a carrying company as well; but baggage or no baggage, cash must be paid on landing. A case which occurred recently, seems to point in the direction of an additional squeeze being imposed upon passengers by any other line than that of the China Merchants' Company; and also that native employees of the Customs' service are implicated in this latter method of getting money.

The case was this—A tide-waiter (Chinese) demanded money of a passenger, who was going on board one of the S. S. N. Co.'s steamers for Shanghai. The passenger reported the case to the commander, who told the Captain. The fellow was at once pointed out by the passenger. The case was laid before the Customs' Taotai, by the U. S. Consul, with a request that it might be investigated and the culprit punished. This the Taotai refuses to do, on the ground that no evidence is given. In turn, he demands of the Consul to deliver up the steamer's commander, for him to punish, on the plea that he struck the tide-waiter. This the Consul considers he is justified in declining to do, as in that case a course of intimidation would be resorted to by the Chinese authorities, which would render it impossible for us to gain any information bearing on such cases as this. Moreover, it is almost absolutely certain that the charge against the commander is false.

It should also be borne in mind, that Taotai Li is a large shareholder in the China Merchants' Company, and is using all his official influence in its behalf, and so seems willing to screen his underlings in such conduct as the above. I am told by disinterested Chinese that this Company returns a part of the passage money.

It has recently been ascertained that a large body of foreign-drilled Chinese troops, armed with Snider rifles, are camped on

a small canal, about 20 miles back of Hsien Sui Ku, a village about half way between this and Taku. They are engaged in addition to drill practice—in cultivating rice in the surrounding fields. To aid in the irrigation of the paddies, several stationary steam-pumps have recently been brought from Shanghai, and set up on the banks of the little stream. The commandant represents that there are about 60,000 men.—But this seems to be an exaggeration, as respectable Chinese say it is known that Li Hung-chang has only about 30,000 foreign-drilled troops in the province, and that this encampment is composed of troops drawn from the various camps and forts, for the purpose of raising rice.

No rain—beyond a light shower on the morning of the 7th—has yet fallen. But a rumour comes to us of rain in Shantung. I think, however, it is not very extensive. Trade very dull, and the importation of Indian opium still steadily falling off, in spite of the short crop of native drug owing to the drought. The people are too poor to indulge in smoking opium.

Count Rochechouart, French Chargé d'affaires expects to leave Peking, and his suite staff, about the 17th instant. He intends to sail for France, via America, by the Pacific Mail of July 1st. M. de Roquette remains in charge until the new French Minister arrives at the Legation.

June 16th.
With almost daily indications of rain, the clouds are still withholding the precious boon. I understand that yesterday the "Emperor" and high officials in Peking, and Li Hung-chang and other mandarins here began praying again for rain, the praying to continue for three days.

I heard yesterday from a person who arrived two days previously from a place 600 li south-west of this, that as late as the 5th or 6th inst., no rain had fallen there. Nor did he hear of any along the way. He reports no insurrectionary spirit among the people, though they are very anxious as to the future.

If I am rightly informed, the relative price of rice at Canton, Tientsin and Peking is 14, 50 and 64. I am told that the people are not permitted to deal freely in it. Were this allowed, as it should be by the Government, rice could easily be brought here and to Peking, and sold at much less than these figures, if the price at Canton is as low as reported.

There is still much sickness among the Chinese, which they attribute largely to the lack of rain. Our plain, which usually begins to show green by this time, looks almost as barren as in midwinter.—N. C. D. News.

June 20th.
It will be gratifying intelligence to that portion of the foreign community in China who occupy a position only less precarious than dwelling in other people's memories, to wit, hanging on the lips of Sir Thomas Wade, that this diplomatist has again arrived upon the scene of action, having reached here on the 17th from Peking. It is expected that he will leave in the *Pao-tung* to-day, but the Muse of History has learned to pause and stay the recording pen until His Excellency has actually gone, before chronicling that fact.

It is certain, at all events, that the Minister has left his relations with the Chinese Government in a condition the most unsatisfactory, for so much he has himself expressed. It is supposed by some, and largely by the Chinese, that he has actually fulfilled the threat of last year, and closed the Legation, pending a settlement elsewhere. Sir Thomas and the Viceroy have exchanged calls, but no one excepting himself and the Viceroy has any exact notion of what is the significance of this fact. He goes no doubt to Shanghai to meet Mr. Grosvenor, who will perhaps be sent to England—and what then?

It is certainly a matter of more than speculative interest to the residents of this port and of the capital to know what may be expected in case this rapidly widening breach should result in actual hostilities. There are but three alternatives visible. Either all things will go on as usual, except that to the usual humdrum bustle of business shall be superadded the bustle of war. Or business will be suspended, and only enough foreigners remain to "stay by the stuff." Or everybody indiscriminately will be removed. Then we must ask in the fervid rhetoric of the Congressional orator: "Whither are the Cherokees to go?" Doubtless many calcium lights of wisdom will be immensely turned on at the fountain head in Shanghai, now that more or less the crisis is upon us.

It may interest our friends at the South to hear that last week no very severe gales passed over Tientsin, accompanied by copious rain. None of the most strongly built houses in the settlement seemed to rock, nor was the river lashed into waves which, at nightfall, emitted a sullen roaring sound like breakers on a beach. We are thankful, indeed, for the kind hopes that were expressed that we should be refreshed by a drop or two of moisture, but having only the intelligence of the fact, and not the fact itself, we must imitate the example of the fastidious in reduced circumstances who cheerfully tried the gold-fish and roasted the canary, and were content with such things as they had. Even the Viceroy is now reported as having been praying for rain, but the viceregal prayers do not seem to be more prevalent than those of others. The days and nights are cool, and there are all the phenomena of rain, except falling water. The wheat harvest is being gathered, if so pretentious a word as harvest be not a misnomer. The grain is about nine inches high, and is carefully pulled up by hand, roots and all, or cut off close to the ground. The stalks of hemp at infrequent intervals resemble scouts on picket, and the larger part of the plain about us produces this year nothing whatever.

The Grand Canal is said to be in many places dry enough for a cart road. Boating on that stream is extinct, and a large class of labourers are thus thrown out of employment. Of the other rivers which are tributary to the Pelho, several are dry. The price of grain has been so manipulated by grasping dealers—in one shop it was raised twice in a single day—that in addition to the pro clamations of the territorial Tao-tai previously mentioned, the Customs Tao-tai and Salt Commissioner joined the first-named official in a joint proclamation forbidding extortion, and designed to allay the panic by grasping dealers—in one shop it was raised twice in a single day—that in addition to the pro clamations of the territorial Tao-tai previously mentioned, the Customs Tao-tai and Salt Commissioner joined the first-named official in a joint proclamation forbidding extortion, and designed to allay the panic by grasping dealers—in one shop it was raised twice in a single day—that in addition to the pro clamations of the territorial Tao-tai previously mentioned, the Customs Tao-tai and Salt Commissioner joined the first-named official in a joint proclamation forbidding extortion, and designed to allay the panic by grasping dealers—in one shop 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Intimations.

Chinese Imperial 8 per cent. Loan of 1874.

Notice is hereby given, that in conformity with the stipulation contained in the Bonds of this Loan, the following Numbers of Bonds to be paid off at par, in Hongkong on the 30th of June, and in London, on the 19th of August next, when the Interest thereon will cease to be payable, were this day Drawn at the Offices of the HONGKONG AND SHANGHAI BANKING CORPORATION, situate No. 31, Lombard Street, London, in the presence of GEORGE HENRY BURNETT, Accountant of the said Corporation and of the undersigned Notary.

NUMBERS OF BONDS DRAWN.

942 Bonds Nos.:-	10	20	30	40	50	60	70
74	79	81	94	100	111	116	120
135	151	152	160	161	178	180	182
201	216	219	222	226	232	243	250
268	273	289	296	300	310	313	319
334	347	352	358	366	368	375	391
410	413	414	424	425	428	442	453
469	480	489	497	500	501	508	519
538	549	550	560	566	569	571	592
603	618	619	622	626	638	652	654
676	680	684	691	693	718	715	720
738	746	752	758	761	768	774	782
801	815	819	821	824	833	841	842
871	877	882	889	893	903	912	913
936	941	953	954	961	970	978	981
1006	1011	1016	1029	1033	1038	1068	1069
1074	1075	1085	1093	1095	1112	1116	1120
1140	1150	1155	1166	1176	1177	1180	1187
1212	1214	1217	1230	1232	1235	1242	1244
1271	1279	1287	1292	1298	1302	1310	1315
1336	1348	1350	1353	1365	1371	1378	1383
1403	1404	1410	1421	1428	1436	1447	1448
1464	1477	1481	1482	1499	1511	1514	1519
1536	1542	1545	1560	1566	1578	1580	1582
1607	1615	1620	1631	1632	1638	1654	1657
1663	1664	1690	1691	1693	1701	1702	1706
1739	1743	1744	1756	1764	1772	1778	1783
1810	1813	1816	1826	1838	1838	1847	1852
1872	1876	1887	1890	1896	1902	1913	1916
1936	1943	1949	1957	1962	1963	1968	1985
2003	2007	2008	2021	2025	2037	2041	2057
2075	2079	2083	2089	2093	2108	2114	2119
2135	2143	2155	2166	2161	2168	2179	2184
2203	2206	2209	2230	2231	2240	2250	2255
2274	2280	2288	2297	2298	2318	2319	2320
2339	2353	2355	2359	2373	2375	2376	2386
2402	2406	2413	2429	2430	2435	2446	2451
2473	2480	2486	2495	2496	2507	2512	2515
2536	2542	2552	2557	2563	2569	2573	2581
2614	2616	2618	2636	2639	2640	2646	2652
2665	2678	2682	2684	2700	2702	2710	2718
2725	2741	2747	2760	2764	2768	2777	2783
2807	2808	2810	2821	2822	2832	2842	2847
2876	2877	2881	2888	2891	2908	2915	2917
2930	2956	2957	2959	2963	2978	2979	2985
3008	3013	3020	3023	3028	3038	3044	3047
3075	3080	3081	3090	3091	3102	3103	3108
3140	3155	3158	3159	3167	3179	3180	3186
3204	3210	3211	3221	3236	3238	3247	3248
3279	3280	3294	3297	3298	3303	3308	3323
3339	3340	3350	3360	3368	3369	3374	3381
3402	3406	3409	3430	3435	3436	3444	3447
3470	3471	3481	3487	3488	3501	3512	3522
3532	3548	3553	3555	3562	3564	3571	3589
3605	3607	3609	3627	3632	3638	3643	3649
3669	3677	3683	3684	3689	3701	3704	3715
3736	3742	3743	3747	3761	3762	3770	3789
3803	3808	3814	3832	3834	3839	3848	3859
3867	3871	3883	3885	3900	3903	3904	3905
3940	3946	3947	3948	3978	3979	3980	3984
4003	4016	4020	4024	4025	4031	4041	4057
4067	4075	4081	4089	4096	4101	4115	4118
4135	4141	4150	4151	4167	4176	4180	4188
4201	4208	4211	4223	4232	4233	4241	4253
4274	4280	4291	4292	4295	4304	4311	4312
4338	4341	4347	4358	4366	4376	4377	4381
4405	4406	4408	4438	4439	4440	4447	4448
4470	4471	4484	4491	4499	4502	4503	4521
4532	4541	4542	4547	4563	4571	4579	4581
4605	4616	4620	4625	4626	4630	4643	4647
4666	4667	4682	4683	4697	4710	4711	4720
4740	4745	4748	4749	4764	4770	4775	4792
4806	4811	4815	4834	4835	4837	4844	4847
4870	4875	4895	4898	4900	4908	4907	4913
4936	4942	4948	4959	4970	4971	4976	4985
5004	5007	5013	5025	5027	5029	5051	5055
5066	5079	5085	5088	5094	5113	5114	5115
5136	5141	5145	5148	5179	5179	5184	5185
5205	5210	5212	5229	5231	5232	5241	5251
5275	5280	5291	5295	5299	5305	5314	5319
5336	5345	5350	5353	5355	5373	5377	5395
5409	5412	5416	5423	5436	5440	5445	5449
5473	5479	5485	5486	5500	5503	5509	5521
5553	5561	5562	5568	5562	5570	5575	5583
5607	5609	5615	5627	5629	5634	5648	5656
5664	5669	5689	5694	5709	5701	5703	5707
5738	5741	5757	5768	5761	5769	5768	5792
5806	5808	5815	5824	5834	5855	5847	5848
5873	5878	5884	5885	5898	5904	5907	5909
5939	5945	5946	5949	5962	5968	5984	5984
6015	6014	6015	6021	6025	6037	6048	6049
6069	6075	6080	6081	6100	6107	6114	6118
6126	6142	6144	6145	6155	6174	6180	6191
6211	6219	6229	6229	6232	6234	6251	6253
6274	6275						

For £100 Sterling each.

294,260

Countersigned,

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

W. W. VENN, Junior,

Notary Public,

GEO. H. BURNETT,

Accountant,

1 Pope's Head Alley, Cornhill, E.C.

LONDON, 21st April, 1876.

Mails.



STEAM FOR
Singapore, Penang, Point de Galle,
Aden, Sué, Malta, Brindisi,
Ancona, Venice, Mediter-
ranean Ports, Southampton
and London;

Bombay, Madras, Calcutta and
Australia.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
THIBET, Captain BARTLEY, with Her
Majesty's Mail, Passengers, Specie,
and Cargo, will leave this for the above
places, on SATURDAY, the 1st July,
at Noon.

CARGO will be received on board until
5 P.M.; SPECIE and PARCELS at the
Office until 2 P.M. on the 30th Instant.
For particulars regarding Freight and
Passage, apply at the P. & O. S. N. Co.'s
Office, Hongkong.

CONTENTS AND VALUE OF PACKAGES
ARE REQUIRED.

A written declaration of the Contents and
Value of the Packages for the Overland Route
is required by the Egyptian Government, and
must be delivered by the Shippers to the Com-
pany's Agents with the Bills of Lading, or
with Parcels; and the Company do not hold
themselves responsible for any detention or
prejudice which may happen from incorrect-
ness in such declaration.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

THE P. & O. S. N. Co. reserve the
option of forwarding all Goods shipped
by their Steamers for Europe through
Egypt, either by Rail, or by Canal in their
own Steamers, or in vessels employed for
the purpose.

A. MUIR, Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, June 22, 1876.

Occidental & Oriental Steam-
Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL

and
UNION-PACIFIC AND CONNECTING
RAILROAD COMPANIES

AND
ATLANTIC STEAMERS.

THE S. S. "BELGIC" will be de-
parted for San Francisco, via Yoko-
hama, on SATURDAY, the 1st July,
at 3 P.M., taking Cargo and Passengers
for Japan, the United States and Europe.
Connection is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on Board until
4 P.M. of 8th Instant. Parcel Packages
will be received at the Office until 5 P.M.
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

Return Passage Tickets available for 6
months are issued at a reduction of 20 per
cent. on regular rates.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 16, Praya Central.

G. B. EMORY, Agent.
Hongkong, June 1, 1876.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer "GREAT
REPUBLIC" will be despatched for
San Francisco, via Yokohama, on SATUR-
DAY, the 15th July, 1876, at 3 P.M., taking
Passengers, and Freight, for Japan, the
United States, and Europe.

Through Passenger Tickets and Bills
of Lading are issued for transportation to
Yokohama and other Japan Ports, to San
Francisco, to ports in Mexico, Central and
South America, and to New York and
Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bishi S. S. Co.
Company will leave Shanghai, via the Inland Sea
Ports, about same date, and make close
connection at Yokohama.

At New York, Passengers have selection
of various lines of Steamers to England,
France and Germany.

Freight will be received on board until
4 P.M. 14th Proximo. Parcel Packages
will be received at the office until 5 P.M.
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 16, Praya Central.

G. B. EMORY, Agent.
Hongkong, June 25, 1876.

Intimations.

NOTICE.
L. GOY WATCHMAKER,
No. 33, QUEEN'S ROAD,
undertakes any orders in this branch. He
is also prepared to go to private Hong for
the winding-up of Clocks.

Hongkong, June 22, 1876.

FURNITURE WAREHOUSE.

A. H. KING & Co. beg to inform the
Public that their "Furniture Show
Rooms" are now in Queen's Road Central,
No. 31, opposite Messrs SATY & Co.'s, and
two doors from Messrs LANE, CRAWFORD
& Co.'s, where they have all descriptions of
ELEGANT and ENGLISH-MADE FUR-
NITURE, necessary for completely furnish-
ing a Gentleman's Residence.

Also, CHINESE and JAPANESE
CURTAINS, FINEST EBONY CARVED
TABLES and CHAIRS of every kind may
be had on reasonable Terms.

Hongkong, June 15, 1876.

Insurances.

QUEEN FIRE INSURANCE
COMPANY.

THE Undersigned are prepared to grant
Policies against Fire to the extent of
£45,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

NORTON & Co.,
Agents.
Hongkong, January 1, 1874.

YANG-TSE INSURANCE ASSOCIA-
TION OF SHANGHAI.

CAPITAL AND SURPLUS, \$500,000 TAELIN.

POLICIES granted on Marine Risks to
all parts of the world at current rates.
This Association will, until further notice,
provide out of the earnings, first for an
Interest Dividend of 15% to Share-
holders on Capital, and thereafter distrib-
uted among Policy holders, annually, in
cash, ALL the Profits of the Underwriting
Business pro rata to amount of premium
contributed.

RUSSELL & Co.,
Agents.
Hongkong, July 9, 1872.

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)
CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Goods in Matched, on Goods on board
Vessels, and on Hulls of Vessels in Har-
bour, at the usual Terms and Conditions.
Proposals for Life Insurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNOLD, KARBURG & Co.
Agents Hongkong & Canton,
Hongkong, January 4, 1867.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of
China and Japan, and at Singapore,
Saidon and Penang.

Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, November 1, 1871.

MANCHESTER FIRE ASSURANCE
COMPANY OF MANCHESTER
AND LONDON.

THE Undersigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 14, 1868.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER
of
His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—
Marine Department.

Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.